

CHINA



MAIL.

Established February, 1843.
With which is incorporated The "Hongkong Evening Mail and Shipping List." Published every Evening.

Vol. XXXIV. No. 4626. 號二月五年八十七百八千一英 HONGKONG, THURSDAY, MAY 2, 1878. 日一初月四年寅戊 PRICE, \$24 PER ANNUM.

AGENTS FOR THE CHINA MAIL.

LONDON:—E. ALLEN, 8, Clement's Lane, Lombard Street. GEORGE STREET, 30, Cornhill. GORDON & GOTTCH, Ladgate Circus, E. C. BATES, HERBY & Co., 4, Old Jewry, E. C. SAMUEL DRAGON & Co., 160 & 164, Leadenhall Street.

PARIS AND EUROPE:—LEON DE ROBERT, 18, Rue Monsieur, Paris.

NEW YORK:—ANDREW WIND, 133, Nassau Street.

AUSTRALIA, TASMANIA, AND NEW ZEALAND:—GORDON & GOTTCH, Melbourne and Sydney.

SAN FRANCISCO and American Ports generally:—BRAD & BLAKE, San Francisco.

SINGAPORE AND STRAITS:—SAYLE & Co., Singapore. C. HEINCKEN & Co., Manila.

CHINA:—Macao, Messrs A. A. DE MELLO & Co. Swatow, CAMPBELL & Co. Amoy, WILSON, NICHOLLS & Co. Foochow, HEDDER & Co. Shanghai, LANE, CRAWFORD & Co. and KIELY & WALKER, Yokohama, LANE, CRAWFORD & Co.

Bank.

HONGKONG & SHANGHAI BANKING CORPORATION.

Paid-up Capital, \$5,000,000 Dollars.
Reserve Fund, \$1,000,000 Dollars.

COURT OF DIRECTORS.

Chairman—F. D. SASSON, Esq.
Deputy Chairman—W. H. FORBES, Esq.
R. R. BELLING, Esq. ADAM LIND, Esq.
H. T. DALRYMPLE, Esq. WILHELM REINER, Esq.
H. HOFFMANN, Esq. W. B. YOUNG, Esq.
Hon. W. KESWICK.

CHIEF MANAGERS.

Hongkong, THOMAS JACKSON, Esq.
Shanghai, EWEN CAMERON, Esq.

MANAGER.

LONDON BANKERS:—London and County Bank.

HONGKONG.

INTEREST ALLOWED.

On Current Deposit Account at the rate of 1 per cent. per annum on the daily balance.

For Fixed Deposits:—
For 3 months, 2 per cent. per annum.
" 6 " 3 " " " "
" 12 " 4 " " " "
" 18 " 5 " " " "

LOCAL BILLS DISCOUNTED.

Credits granted on approved Securities, and every description of Banking and Exchange business transacted.

Drafts, granted on London, and the chief Commercial places in Europe, India, Australia, America, China and Japan.

T. JACKSON, Chief Manager.

Offices of the Corporation,
No. 1, Queen's Road East.
Hongkong, February 27, 1878.

Notices of Firms.

NOTICE.

MR. WILLIAM HENRY HARTON, JR., is this Day admitted a PARTNER in our Firm.

GILMAN & Co.

Hongkong and Foochow,
May 1, 1878.

NOTICE.

THE Interest and Responsibility of MR. EDWARD CUNNINGHAM in our Firm in Hongkong and China, CEASED on the 31st December last.

RUSSELL & Co.

China, March 8, 1878.

NOTICE.

I BEG to notify that, by permission of the Board of Directors of the OR TAI INSURANCE COMPANY, I have resigned my duties as GENERAL MANAGER of the said Company, and that all my Responsibility in the transactions of the same ceased on the 30th of April.

POON PONG, (otherwise) POON WING CHUN.

Hongkong, May 1, 1878.

NOTICE.

THE Interest and Responsibility of the Underigned in the Chinese Mail, 華字日報 (Wah Tien Yat Po), CEASED from the 1st August, 1877, but Debts prior to that Date will be received and paid by him.

CHUN AYIN.

Hongkong, April 6, 1878.

NOTICE.

IN Reference to the above, the Underigned has LEASED the Chinese Mail from the 1st August, 1877, and has engaged the services of Mr. LEONG YONG CHUN, as Translator and General Manager of the newspaper, which under its new regime will be found to be, as hitherto, an excellent medium for advertising, especially as the Manager is able to devote his whole attention to the conduct of the Newspaper.

KONG CHIM.

Leases of the Hongkong Chinese Mail, Hongkong, April 5, 1878.

For Sale.

LANNERT, ATKINSON & CO.

HAVE FOR SALE.

Ex M. M. S. S. "AVA," AND OTHER RECENT ARRIVALS.

TEYSSONNEAU'S STRAWBERRIES in SYRUP.

TEYSSONNEAU'S ASSORTED FRUITS in NOIEAU.

TEYSSONNEAU'S ASSORTED FRUITS in BRANDY.

TEYSSONNEAU'S ASSORTED PATES, in Patent Tins.

TEYSSONNEAU'S PATE DE FOIE GRAS, in Patent Tins.

TEYSSONNEAU'S ASSORTED JAMS and JELLIES, in Glass Bottles.

PHILIPPE and CANAUD'S ASSORTED PATES.

PHILIPPE and CANAUD'S LONG ASPARAGUS.

PHILIPPE and CANAUD'S SARDINES.

FENARD & FILS' FINEST CHERBOURG BUTTER, in Bottles.

CIGARETTES, COMPAGNIE LAFERME.

RICHMOND SMOKING MIXTURE.

BARCELONA NUTS.

PEANUTS.

ALMONDS in SHELL.

SMYRNA FIGS.

MUSCATEL BLOOM RAISINS, in Cartons.

EPPE'S COCOA.

BORDEN'S CONDENSED MILK.

GOLDEN GATE FLOUR, in Barrels.

GALETTINE and ISINGLAS, in 1 lb. Packets.

WAFFLE IRONS, AMERICAN BROTHERS.

VERY FINE "O. K." BOURBON WHISKY.

BILLIARD CUE TIPS.

BILLIARD CUE CEMENT.

BILLIARD CHALK.

BILLIARD TABLE CLOTHS.

BARCLAY and PERKINS' PORTER, in Hogsheads.

Horn's Best Quality RUSSIAN ROPE.

Horn's ASSORTED TARRED and WHITE LINES.

FAIRBANKS' SCALES.

&c., &c., &c.

Hongkong, February 22, 1878.

CHINA SUGAR REFINING COMPANY, LIMITED.

THIS REFINERY MANUFACTURES.

LOAF SUGAR, (in 5, 10, and 15 lb. Loaves).

Cut and Powdered LOAF SUGAR.

CUBE SUGAR (Lyle's Patent), shortly.

CRYSTALLIZED SUGAR, mark C. S. R. (in diamond) 4 1/2 lb.

Fine WHITE SUGAR, mark C. S. R. (in diamond) 4 1/2 lb.

Medium WHITE SUGAR, mark C. S. R. (in diamond) 4 1/2 lb.

Fine YELLOW SUGAR, mark C. S. R. (in diamond) 4 1/2 lb.

COFFEE SUGAR, mark C. S. R. (in diamond) 4 1/2 lb.

GOLDEN SYRUP, SYRUP, and MOLASSES.

SPIRITS OF WINE and LAMP SPIRIT.

RUM, 45°, 50°, O. P., and Naval.

ANIMAL CHARCOAL and DUST.

For Sale.

COPE'S "GOLDEN CLOUD."

A MIXTURE highly approved by Smokers.

NEW SADDLES, BRIDLES, and HARNESS.

POOL BALLS, and PYRAMID POOL BALLS.

ICE CHESTS.

FRENCH COFFEE MACHINES.

THE NEW ELECTRO-PLATED READING LAMPS.

BRONZE KETTLES, with SPIRIT LAMPS.

PERAMBULATORS.

CIGARETTES.

THE ROYAL NAVY LIST.

WALKING STICKS.

SUPERIOR MANILA CIGARS.

PITH HATS, in various Shapes.

SILBER TABLE LAMPS, —22 to 25 CANDLE LIGHT.

LADIES' and GENTLEMEN'S INVITATION NOTE PAPER and ENVELOPES.

A Broadwood's Semi-Grand PIANO, For Sale or Hire.

LANE, CRAWFORD & Co.

Hongkong, April 12, 1878.

SAYLE & Co.

GREAT REDUCTION in the PRICE of Plain Coloured GLASS SILKS. For a short time only. We shall offer various COLOURS at one uniform Price, 60 Cents per Yard, some slightly soiled but all admirably suited for Summer Wear, Evening Dresses or Underslips. Our usual Price for these Goods is \$1.25 per Yard.

GREAT REDUCTION in the Price of JAPANESE POPLINS. All these Goods will be offered very Cheap, from 15 Cents per Yard.

OUR SUMMER STOCK is COMPLETED. NOVELTIES IN EVERY DEPARTMENT.

WHITE DRESS GOODS, in Endless Variety.

COLOURED FRENCH LAWNS; Wash and Wear.

WHITE and COLOURED MUSLINS.

FRENCH ORGANDI MUSLINS.

BLACK GRENADINES, Special Make.

WASHING GINGHAMS.

UNTRIMMED STRAW HATS, and BONNETS.

PARIS TRIMMED HATS, and BONNETS.

NEW FEATHERS, FLOWERS, RIBBONS.

LACES and LACE GOODS.

BABY LINEN and LADIES' UNDERCLOTHING.

FRENCH and ENGLISH CORSETS, New Shapes, and GLOVE FITTING.

Fine WHITE FLANNELS, made specially for Summer Wear.

Fine INDIA LONG CLOTHS.

EMBROIDERIES.

DRESS-MAKING and MILLINERY.

SAYLE & Co., VICTORIA EXCHANGE, Queen's Road, and Stanley Street. [my24]

Intimations.

NOTICE.

ANY CLAIMS against the British Steamer "MADRAS" must be sent in to the Underigned before Noon, on the 4th Proximo, or they will not be recognized.

MELCHERS & Co., Agents.

Hongkong, April 30, 1878.

CHINA FAMINE RELIEF FUND.

THE AMOUNT COLLECTED to Date aggregates \$12,250.85. Gentlemen desirous of Contributing are requested to forward their Subscriptions to T. JACKSON, Honorary Treasurer, at the Hongkong and Shanghai Bank.

Hongkong, April 5, 1878.

PIANOFORTE TUNING.

MR. A. HAHN begs to announce to his Patrons that he has changed his Residence from Fraya East to No. 19, HOLLYWOOD ROAD, where Orders may be left, or at Messrs. LANE, CRAWFORD & Co. Hongkong, April 8, 1878.

Intimations.

THE GREAT NORTHERN TELEGRAPH COMPANY.

NOTICE.

THE PUBLIC is informed that the IMPERIAL JAPANESE GOVERNMENT has decided to adopt a Word Tariff for International Telegrams on all their Lines on and after the 1st day of May next, and the Rate is fixed at TWENTY CENTS of a Mexican Dollar per Word from NAGASAKI to all Stations in the Empire.

CARL NIELSEN, Superintendent.

Hongkong, April 26, 1878.

G. FALCONER & Co., WATCH AND CHRONOMETER MANUFACTURERS, AND JEWELLERS.

NAUTICAL INSTRUMENTS, CHARTS AND BOOKS.

48, Queen's Road Central.

Hongkong, April 20, 1878.

THE EQUITABLE LIFE ASSURANCE SOCIETY OF THE UNITED STATES.

HENRY B. HYDE, President.

J. W. ALEXANDER, Vice-President.

SAMUEL BOBROW, Secretary.

A. A. HAYES, JR., General Manager, for China and Japan.

PRINCIPAL OFFICE, 120, BROADWAY, NEW YORK.

Assets.....\$31,700,000

Surplus.....\$ 5,500,000

THE Underigned having been appointed Agents in Hongkong, China, for the above Company, are prepared to Accept Risks at greatly reduced rates and upon terms very favourable to the assured.

For full information and particulars, apply to

OLYMPHANT & Co., Agents.

Hongkong, January 21, 1878.

NOTICE TO MARINERS.

No. 84.

CHINA SEA.

RIVER MIN—FOOCHOW DISTRICT.

THE following dangers have recently been examined by H.M.'s Surveying Vessel "NABUCCO," Captain R. H. NAVIER, R.N., in charge of Survey:—

1.—"BENJAMIN AYMAR" ROCK.

This Rock, on which the American barque "BENJAMIN AYMAR" struck in January, 1878, consists of a small Rocky Patch with 8 feet of water on its shallowest part at L. W. Springs. A depth of from 9 to 10 fathoms was obtained in every direction at a distance of 1 1/2 cables from it, the bottom being mud.

Changchi Peak bears N. 68° E. from the Rock.

Middle Dog Lighthouse bears S. 37° E. from the Rock.

Sea Dog Summit bears S. 59° E. from the Rock.

Sea Cat Summit bears S. 71° E. from the Rock.

2.—"NORMAN COURT" ROCK.

This Rock consists of Two PINNACLES lying in a North and South direction and distant 1 1/2 cables from each other. The Southern One is distant 4 1/2 cables from Flat Rock, and has 9 feet of water over it at L. W. Springs, with deep water close around, but a rocky ledge with 6 fathoms over it extends 1 1/2 cables to the S.E. by S. of it. The Northern One has 5 1/2 feet over it at L. W. Springs.

There is also a Rocky Patch with 2 1/2 fathoms over it to the S.E. & E. of Flat Rock, and distant from it 2 1/2 cables.

Flat Rock Summit bears N. 7° 10' W. from the S. Pinnacle.

Changchi Peak bears N. 16° E. from the S. Pinnacle.

Matsen Peak bears N. 69° W. from the S. Pinnacle.

Sea Dog Summit bears S. 5° W. from the S. Pinnacle.

3.—"PILOT ROCK."

This danger (described at Page 276 of the China Sea Directory, Vol. II., 1874, as lying 8 miles East from Sea Cat, but unnamed), is 6 1/2 miles from the Sea Cat, and consists of a Pinnacle of small extent on which the sea breaks at L. W. Springs, there being about 1 foot of water over it.

Changchi Peak bears N. 17° W. from the Rock.

Sea Cat Summit bears S. 87° W. from the Rock.

Sea Dog Summit bears S. 68° 15' W. from the Rock.

This notice affects Admiralty Charts Nos. 1,282, 1,761, and 2,400.

All Bearings are Magnetic.

Variation in 1873 1° West.

By Order of the Inspector-General of Customs.

DAVID M. HENDERSON, Engineer-in-Chief.

Imperial Maritime Customs, Shanghai, 10th April, 1878.

Shipping.

Steamers.

FOR MANILA.

The Steamship "MACTAN,"

ENQUIAGA, Master, will be dispatched for the above Port on SATURDAY, the 4th Instant, at Noon.

For Freight or Passage, apply to

RUSSELL & Co.

Hongkong, May 1, 1878.

FOR AMOY.

The Steamship "ESMERALDA,"

CULLEN, Master, shortly due, will have immediate despatch for the above Port.

For Freight or Passage, apply to

RUSSELL & Co.

Hongkong, May 1, 1878.

FOR SINGAPORE AND PENANG.

The British steamer "BENLEDDI,"

Captain BUCHANAN, will load here for the above Ports, and have quick despatch.

For Freight or Passage, apply to

HOP KEE & Co.

Hongkong, April 29, 1878.

NOTICE.

COMPAGNIE DES MESSAGERIES MARITIMES.

PAQUEBOT POSTE FRANCAIS.

The Company's Steamship "TIGRE,"

Comdt. DE GIBAUD, will be dispatched for YOKOHAMA shortly after the arrival of the next French Mail from Europe.

H. DU POUY, Agent.

Hongkong, April 20, 1878.

NOTICE.

COMPAGNIE DES MESSAGERIES MARITIMES.

PAQUEBOT POSTE FRANCAIS.

The Company's Steamship "TIGRE,"

Comdt. LORIMER, will be dispatched for SHANGHAI shortly after her arrival from Europe.

H. DU POUY, Agent.

Hongkong, April 20, 1878.

Sailing Vessels.

FOR LONDON.

The 4 1/2 British Bark "DEYANA,"

W. MAR, Master, will load here and have quick despatch.

For Freight, apply to

MEYER & Co.

Hongkong, May 1, 1878.

FOR SAN FRANCISCO.

The 4 1/2 American Ship "TITAN,"

B. F. BERRY, Master, will load here for the above Port, and have quick despatch.

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NOTICES TO CONSIGNEES.

CONSIGNEES NOTICE.

CONSIGNEES of Cargo per S. S. *Mactan*, from Manila, are hereby notified that their Goods are being landed and stored in the Godowns of the Underigned at their risk and expense.

No Fire Insurance has been effected.

RUSSELL & Co.

Hongkong, May 1, 1878.

NOTICE TO CONSIGNEES.

S. S. *SESTOS*, FROM SINGAPORE AND BOMBAY.

CONSIGNEES of Cargo by the above Steamer are requested to send in their Bills of Lading to the Underigned for countersignature, and to take immediate delivery of their Goods.

Cargo impeding her discharge will be at once landed and stored at Consignees' risk and expense.

Consignees of Cotton by the above Steamer *ex Steamship Border Chief* from Kurrahee, are hereby informed that their Goods are being landed by the Underigned into their Godowns at Wanchai, whence, or from the Wharf or Boats, delivery can be obtained on or after the 29th instant.

No Fire Insurance is effected.

DAVID SASSOON, SONS & Co., Agents.

Hongkong, April 27, 1878.

COMPAGNIE DES MESSAGERIES MARITIMES.

NOTICE TO CONSIGNEES.

CONSIGNEES of the following Cargo are requested to send in their Bills of Lading to the Underigned for countersignature, and take immediate delivery of their Goods. This Cargo has been landed and stored at their risk and expense.

R. DU POUEY, Agent.

Ex "*Iravaddy*."

V (in triangle) 2431/6 Order, from 5 cases Cotton, London.

E (in diamond) 515/24 Order, 10 cases Worsteds, London.

Hongkong, April 25, 1878.

COMPAGNIE DES MESSAGERIES MARITIMES.

S. S. *IRAOUADY*.

NOTICE.

CONSIGNEES of Cargo per S. S. *Indra*, from London, in connection with the above Steamer, are hereby notified that their Goods are being landed and stored at their risk at the Company's Godowns, whence delivery may be obtained immediately after landing.

Optional Cargo will be forwarded on, unless intimation is received from the Consignees, before To-day, the 17th instant, at Noon, requesting it to be landed here. Bills of Lading will be countersigned by the Underigned.

Goods remaining undelivered after To-day, the 17th instant, at Noon, will be subject to rent and landing charges. No Fire Insurance has been effected.

H. DU POUEY, Agent.

Hongkong, April 17, 1878.

TO LET.

THE Dwelling House No. 6, Mosque Terrace, possession from 15th April next.

Three Offices, in Club Chambers.

Apply to—

DOUGLAS LAPRAIK & Co.

Hongkong, March 4, 1878.

TO LET.

HOUSE No. 9, Queen's Road Central, with Godowns attached.

House No. 2, Seymour Terrace.

DAVID SASSOON, SONS & Co.

Hongkong, January 4, 1878.

NOW READY.

A CHINESE DICTIONARY IN THE CANTONESE DIALECT. Part I. and II. A to M, with Introduction. Royal 8vo, pp. 404.—By ERNEST JOHN EYRE, Ph.D. Fribingen.

Price: Five Dollars, or Two Dollars and a Half per Part.

To be had from Messrs LANE, CRAWFORD & Co., Hongkong and Shanghai; and Messrs KELLY & WALSH, Shanghai.

Hongkong, March 1, 1878.

To-day's Advertisements.

NOTICE.

MR. PANIZZA wishes to inform the Public of Hongkong, that he has GIVEN UP TURNING PLANS from TO-DAY, and takes this opportunity of thanking all his Customers for their kind patronage.

Hongkong, May 2, 1878.

A LAUDATORY NOTICE.

THE Underigned, Passenger by the O. S. S. Co.'s Str. *Dentalion*, begs publicly to signify his sense of gratitude for the great kindness of Captain BROWN, Dr. FORT, and Mr. Sir KWOK PUI, Chief Cook of the said Steamer, for the recovery of 186 sovereigns which were stolen by one of the passengers during the voyage from Singapore to Hongkong on March last, particularly for the good-heartedness they showed in recovering the same. As a mark of gratitude, he begs to tender publicly his sincere thanks to Captain BROWN, Dr. FORT, and the Chief Cook.

YONG TUN POW.

Hongkong, May 2, 1878.

To-day's Advertisements.

FOR SHANGHAI.

The Steamship "*CHINKIANG*," S. M. Oke, Master, will be despatched for the above Port TO-MORROW, Friday, the 3rd instant, at 4 p.m.

For Freight or Passage, apply to

SIEMSEN & Co.

Hongkong, May 2, 1878.

FOR SWATOW, AMOY & FOOCHOW.

The Steamship "*DOUGLAS*," Captain G. D. PIRMAN, will be despatched for the above Ports on MONDAY, the 6th instant, at Noon.

For Freight or Passage, apply to

DOUGLAS LAPRAIK & Co.

Hongkong, May 2, 1878.

FOR FOOCHOW.

The Steamship "*GLENFILLAS*," H. G. WILCOX, Commander, will be despatched as above on WEDNESDAY, the 8th instant, at 11 o'clock a.m.

For Freight or Passage, apply to

JARDINE, MATHESON & Co.

Hongkong, May 2, 1878.

SEALED TENDERS will be Received

by the Underigned until Noon on THURSDAY, the 9th instant, for the Construction of a SEA WALL, in front of the STRAM FACTORY BUILDINGS, Royal Naval Yard, Hongkong.

Plans and Specifications may be seen and further particulars obtained on Application.

JOHN BREMNER, Naval Storekeeper.

H. M. NAVAL YARD, Hongkong, May 2, 1878.

Volume Sixth of the

"CHINA REVIEW."

No. V.—Vol. VI.

—OF THE—

"CHINA REVIEW"

WILL BE

READY IN A FEW DAYS.

Office Mail Office, Hongkong, May 2, 1878.

Not Responsible for Debts.

Neither the Captain, the Agents, nor

Owners will be Responsible for any Debt contracted by the Officers or Crew of the following Vessels, during their stay in Hongkong Harbour:—

ANTHONY, American barque, Capt. W. B. Seymour.—Chinese.

LADAGO, American ship, Captain C. B. Pierce.—Captain.

FLORENCE NIGHTINGALE, British barque, Captain A. McIntyre.—Arnhold, Karberg & Co.

DEVANA, British barque, Capt. William May.—Melchers & Co.

LADY PENRYN, British barque, Capt. E. Owen.—Vogel, Hagedorn & Co.

SARAH NICHOLSON, British ship, Capt. Jas. G. Selkirk.—Butterfield & Swire.

H. G. JOHNSON, American barque, Capt. Isaac N. Colby.—Arnhold, Karberg & Co.

FORWARD, British barque, Capt. James W. Vandervord.—Rozario & Co.

MAID OF JUDAH, British barque, Capt. Alfred Wm. Webb.—Order.

FRIEDRICH, German 3-masted schooner, Captain J. Hoyer.—Wieler & Co.

DANUBE, British steamer, Capt. Olanchy.—Yuen Fat Hong.

TA LEE, German barque, Captain M. Hoffmann.—Siemssen & Co.

SHIPPING.

ARRIVALS.

May 1, *Orestes*, British steamer, 1826, J. K. Webster, Liverpool March 16, via ports of call, and Batavia April 24, General.—Butterfield & Swire.

May 1, *Chocoma*, British barque, 284, Kennett, Newcastle (N.S.W.) March 12, Coal.—Gas Co.

May 2, *Morgilio*, British gun-vessel, 490, G. Grey, Singapore April 17, via Saigon.

May 2, *Sunda*, British steamer, 1040, J. Reeves, Shanghai April 28, Mails and General.—P. & O. S. N. Co.

May 2, *Caribbrooke*, British steamer, 645, Wharton, Singapore April 20, and Saigon 27, General.—Man Hing Chuan.

May 2, *Argyll*, British steamer, 1371, Scott, Saigon April 23, Rice, &c.—JARDINE, MATHESON & Co.

May 2, *Chinkiang*, British steamer, from Canton.

May 2, *Siamese Crown*, Siamese ship, 589, Siam, Bangkok March 17, General.—TACH MEN.

May 2, *Orestes*, British steamer, 1116, Bristol, Yokohama April 24, Mails and General.—P. & O. S. N. Co.

DEPARTURES.

May 2, *Burness*, for Yokohama.

2, *Penedo*, for Singapore.

2, *Dale*, for Hothong and Haiphong.

2, *Chen-jai*, Ch. B. Co. for a cruise.

2, *Yangtze*, for Canton.

2, *Glenloch*, for Fochow.

2, *Glenloch*, for Fochow.

2, *Taiwan*, for Taiwan, &c.

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CLEARED.

Black Prince, for Fochow.
Villa de Rueda, for Hilo.
Orestes, for Yokohama.
Chinkiang, for Shanghai.
Norma, for Swatow.
Caribbrooke, for Swatow.
Conquest, for Hothong.

PASSENGERS.

Per *Orestes*, from Liverpool, &c., Mr and Mrs Ford, Mrs Moorhead and 8 children.
Per *Chocoma*, from Newcastle (N.S.W.), Mrs Kennett and 2 children, and Miss Murray.

Per *Sunda*, from Shanghai, Mr W. A. Wooley, Mrs Hawtrey, 2 children and European nurse, Mr and Mrs Powrie, Mr G. M. Sayle, 1 European, 1 Japanese, and 17 Chinese deck.

Per *Caribbrooke*, from Singapore, &c., 60 Chinese for Amoy.

Per *Argyll*, from Saigon, 10 Chinese.

Per *Siamese Crown*, from Bangkok, 45 Chinese.

Per *Orestes*, from Yokohama, 2 distressed European Seamen, and 13 Chinese.

DEPARTED.

Per *Burness*, for Yokohama, Mr and Mrs White and child, and Mrs Cole, from London, and 2 Chinese from Hongkong.

Per *Taiwan*, for Swatow, Mr D. McLauchlan, for Taiwan, Mr Gioletti.

Per *Glenloch*, for Fochow, Mrs Rose, and 16 Chinese.

Per *Penedo*, for Singapore, 1 European, and 137 Chinese.

Per *Dale*, for Haiphong and Hothong, 100 Chinese.

Per *Glenloch*, for Fochow, 20 Chinese.

Per *Taiwan*, for Taiwan, for Singapore, 12 Chinese.

Per *Chinkiang*, for Shanghai, 1 European and 150 Chinese.

Per *Norma*, for Swatow, 200 Chinese.

Per *Caribbrooke*, for Swatow, &c., 45 Chinese.

Per *Conquest*, for Hothong and Haiphong, 60 Chinese.

SHIPPING REPORTS.

The British barque *Chocoma* reports: Left Newcastle on March 12th with N.E. winds, got S.E. trades in 20 S., crossed the Equator in 164 L., 24 days from port. Came through the Carolines and Ladrones with a brisk N.E. breeze, which was lost in 19 North and 183 E., and from thence to port variable winds and calm.

The British steamer *Argyll* reports: Moderate head winds to Cape Padaran, from thence light S.E. and S.W. winds and fine weather.

POST OFFICE NOTIFICATIONS.

MAILS will close:—

For SWATOW AND AMOY.—

Per *Caribbrooke*, at 9.30 a.m. To-morrow, the 3rd inst.

For SWATOW.—

Per *Norma*, at 11.30 a.m. To-morrow, the 3rd inst.

For SHANGHAI.—

Per *Chinkiang*, at 3.30 p.m. To-morrow, the 3rd inst.

For MANILA.—

Per *Mactan*, at 8.30 p.m., on Saturday, the 4th inst.

For YOKOHAMA AND HIGO.—

Per *Orestes*, at 3.30 p.m., on Saturday, the 4th inst.

For SAIGON.—

Per *Sunda*, at 5 p.m., on Saturday, the 4th inst., instead of as previously notified.

For FOOCHOW.—

Per *Glenloch*, at 10.30 a.m., on Wednesday, the 8th inst.

MAILS BY THE ENGLISH PACKER.—

The English Contract Packet *Nizam* will be despatched with the Mails for Europe, &c., on SATURDAY, the 4th May.

The following will be the hours of closing the Mails &c.:—

Friday, 3rd May.

5 p.m., Money Order Office closes.

6 p.m., Post Office closes except the Express Box, which remains open all night.

Saturday, 4th May.

7 a.m., Post Office opens for sale of Stamps, Registry of Letters, and Posting of all correspondence.

10 a.m., Post Office closes except for Late Letters. Registry of Letters ceases.

10.15 a.m., Letters may be posted with LAST FEE of 18 cents extra.

Postage till

11 a.m., when the Post Office Closes entirely.

11.30 a.m., Letters (but Letters only) addressed to the United Kingdom via Brindisi, or to Singapore, may be posted on board the Packet with the Fee of 48 cents extra postage, till

11.50 a.m., when the Mail is finally closed.

Hongkong, April 19, 1878.

MAILS BY THE FRENCH PACKER.—

The French Contract Packet *Iravaddy* will be despatched from Hongkong on SATURDAY, the 11th May, with Mails to, and through the United Kingdom and Europe, via Mauritius, Gallie, Australia, New Zealand, Tasmania, Fiji, Aden, Seychelles, Réunion, Mauritius, Suez, and Alexandria. This is the best opportunity for forwarding Correspondence to E. Africa, the Cape, St. Helena, and Ascension.

Letters may also be forwarded to INDIA by this Packet.

The following will be the hours of closing the Mails, &c.:—

Friday, May 10th.

5 p.m., Money Order Office closes. Post Office closes except the Express Box, which remains open all night.

Saturday, May 11th.

7 a.m., Post Office opens for sale of Stamps, Registry of Letters, and Posting of all correspondence.

10 a.m., Registry of Letters ceases.

11 a.m., Post Office closes except for Late Letters.

11.10 a.m., Letters (

Police Intelligence.

(Both Magistrates sitting.)

May 2, 1878.

Long Ayung and Leung Atal, boatmen, and Su Achat and two others, boat girls, were charged with endeavouring to defraud the cooks of the British steamer *Gunga*. James Bradley, the 2nd cook, said that the defendants agreed to purchase some tins of lard or fat at the rate of \$1.75 a tin. The tins were lowered into the defendants' boat and the boat with the girls above off; the 1st and 2nd defendant went to the cook's cabin and tendered \$1.75 as payment for the whole of the lard, pretending that he thought that was the price agreed upon for the whole of the lard. The 2nd defendant jumped overboard and regained his boat. The cook gave chase in a police boat and captured the defendants. The defendants in defence said they were still under the impression that \$1.75 was the price agreed upon for the whole of the fat. Case dismissed.

NEGLECTING HIS POST.

Ng Asing, a watchman, was fined \$1 and ordered to pay 6 shillings, the value of a small gun-metal wheel, the property of the Government which had been stolen owing to his having neglected his duty by leaving his post.

Chong Atal, master of the *Kwong Hing* junk, was brought up on remand charged with committing an act of piracy on a fishing junk. The prisoner was discharged.

DRUNKENNESS.

Christopher Gordon, seaman British ship *Corona*, and Saint John, seaman unemployed, were charged with being drunk and disorderly in the Queen's Road, and fined 50 cents each.

Apco, a watchman, was fined a like sum for a similar offence.

INDECENT BEHAVIOUR.

Li Aze and Lai Asam, stone cutters, were charged with indecent behaviour at the rear of Mr Woodford's house at East Point. They were in a complete state of nudity, washing by the side of a well in full view of the windows of Mr Woodford's house, and could be easily seen from other houses. This had been a great cause of annoyance to Mr Woodford's family for some time. The defendants said they were new comers and did not know any better. Fined \$1 each and ordered to be exposed in the stocks for half an hour near the scene of the offence.

CORRESPONDENCE.

THE LATEST "RETURN."

To the Editor of the "CHINA MAIL."

Hongkong, May 2, 1878.

Sir,—I sincerely trust that you will give special attention to the very sensible addition, suggested by the Hon. P. Byrle, to the return of scholars at the Central School who speak English, lately laid before the Council. Until we know how much knowledge of English as a language is possessed by every scholar in the school, we can never get at the truth.

COMMON SENSE.

China.

SHANGHAI.

(News.)

The Treasurer of the Famine Relief Fund acknowledges a further remittance of Tls. 7,000 from London, a second donation of \$1,000 from Canton, and other subscriptions which bring up the total collections to Tls. 79,000.

Charles Roberts, formerly an able seaman on board the O.S.S. Co. s.s. *Arctics*, was yesterday (April 24th) indicted in H.B.M.'s Supreme Court, before G. French, Esq., and Jury, for having murdered James Smith, boatswain on board the same steamer. The Jury found the prisoner guilty of manslaughter, and he was sentenced to two years' imprisonment with hard labour.

Mr French established a precedent, yesterday, which indicates an intention to adhere more closely to the rules of the English Courts than has in some cases been the practice here, hitherto. Instead of being allowed to go home for luncheon, as on former occasions, the Jury were marched off to the Central Hotel under charge of the Chief Clerk, and looked up. And instead of adjourning at dusk and allowing the Jury to go home, preparations were made for prolonging the sitting if necessary, in order to avoid the inconvenience of looking them up for the night, which would have presented itself as a necessary alternative. This closer adherence to the practice and principle of English Courts will probably have general approval, however inconvenient may be the results to individual jurors.

The *Haining* still remains on the twenty-five feet rock, a little to the southward of Hunki, in the Gulf of Pechili, on which she is stranded on Saturday morning week, under circumstances already reported. In addition to her passengers and crew all her cargo has been saved, and was brought forward to Shanghai in the *Yipin*. On the morning of the 24th, the *Yipin* passed the *Haining*, which appeared in our Hongkong news yesterday, as to seeing large quantities of pumice-stone, extending over a distance of one hundred miles, specimens of which were procured. From the absence of barnacles and other matter adhering to them, they appeared not to have been long afloat.

The *Shanghai* of the 19th inst. published a statement to the effect that several hundred refugees from Shanxi and Kwanan have arrived in Shanghai, and that arrangements have been made for their accommodation outside the Southern gate of the

Chinese city. The same paper adds that they are said to be the precursors of three thousand more, for whose provision arrangements have already been made. The tide of emigration from the famine-stricken districts is beginning to set steadily in towards the Southern provinces. Soochow and other large towns in this province are already burdened with the support of several thousands of these refugees, and we hear that a first instalment of the same class has reached Ningpo.

(Courier.)

A young Missionary lady on her passage recently from Hongkong went among the steerage passengers of the steamer, with a basket, soliciting alms for the starving people of the North. That basket was filled, and another, and others; the sum total of the receipts amounting to thirty dollars. Her time was certainly well employed.

HANKOW.

An interesting case was tried before the Consul last week, the decision in which may affect the various industries of this place very materially. It was at the instance of the Municipal Council against Mr Major, who owns two small Silver Smelting Factories, one immediately behind his own house, and the other on the back lot between the Church and the Club.

It seems that the people living in the neighbourhood have been much annoyed by the fumes arising from the acids used in this business—principally sulphuric; and at last, after lodging voluminous complaints—some of them dated about a year ago—have driven the Council into action.

The defendant not being himself in Hankow, and objecting to his business Agent acting for him, as their opinions on the subject differ, sent in a written defence.

After hearing lengthened evidence the decision was given in favour of the pursuers with costs, and an order issued for the factories to be stopped on the 25th April.

PEKING.

April 18th.

At last we have the long-prayed for rain; but it comes too late, I fear, to be of good to the spring crops. The amount of misery in Peking is appalling. Streams of refugees come flowing in; every second man is begging; and the population seems to be made up of skin and bone individuals, tottering off to the great kitchens with their basins in their hands.—N. O. D. News.

Japan.

NAGASAKI.

The British *British Anglo-Norman* ran aground on the Goto Islands during the night of the 11th and 12th, while on her passage from Shanghai to Nagasaki, and it was only by the most united and strenuous efforts of all on board that she was saved and successfully brought into harbour. Too great praise cannot be awarded to the crew, who kept steadily at the pumps for thirty hours, while the water was within two feet of her lower deck, and though boats were lowered and provisioned, never relaxed in their efforts to save the ship. The water having been pumped out, and the extent of the damage ascertained, it was, the *British* says, been decided to take her on the nearest ship for repairs. The following is an extract from her log book.—Left Shanghai April 4th, were detained in the river with Easterly winds and thick weather. Crossed the Bar 6 p.m. On the 8th, had variable winds. Hazy, with thick fog at times. At midnight, 11th, by reckoning, One Point N.E. 18 miles, wind South, light breeze; 12.30 a.m. thick fog. About 1.10 heard the sound of breakers to leeward. Immediately hoisted ship in stays, but before she could gather way on port tack the current swept her amongst the rocks at east end of Tanaka Island; got a hawser and keel edge out with all possible dispatch, and with the aid of a slight breeze off the land succeeded in getting off after being on shore 1½ hours. On leaving, found 12 feet water in hold, stood off to N.W. till 8 a.m. and tacked, although heading East on starboard tack. Found the current setting so strong to N.E. that had to stand off again for two hours before weathering the islands, all this time pumps constantly going and water increasing. Had sails under the bottom trying to stop the leak. At 2 a.m., 12th, anchored outside Epenburg, and sent on shore for coals to relieve the crew at pumps, there now being 8 feet water in hold, and crew completely exhausted, having been pumping and baling without intermission for twenty-eight hours.

IMPERIAL DEFENCE.

The appointment, announced the other day as soon to be made, of an Imperial Committee to consider the best means of defence for our colonial ports is a step which, though taken very late in the day, may be productive of much good provided the members are carefully chosen and enter upon their duties free from pedantic notions. This is just one of those matters which, judiciously treated by the central authority, will tend to increase the loyalty of our rich and powerful colonies, while at the same time strengthening the whole Empire both for offence and defence; but handled in a dogmatic or distasteful fashion it will inevitably bring about heart-burning and dissatisfaction in every direction. As to the importance of the whole question at the present time there can be no two opinions. The mere sense of security that would be engendered by the knowledge that all our vantage-points were well prepared to resist attack, and were so connected by telegraph that no enemy could hope to take us by surprise at any point, must prove of great value to us in time of war, and still more during those periods when peace can only be preserved by feeling, and showing that we feel, indifferent to the outbreak of hostilities. At this moment we can scarcely say that we are in that position. We have enormous advantages—of which most of us perhaps do not even yet fully appreciate. But there are weak places here and there which might involve serious injury at the commencement of any great struggle; and the loss of confidence in the vigour and foresight of the Government leads men to exaggerate the possible consequences of a sudden assault upon our empire. Before proceeding far in the business of preparation it will be essential to sound each colony as to how far it would be willing to co-operate with the mother country. Those who have had but a slight experience of colonial affairs know well how easy it is to rouse jealousy and distrust. Some local politicians of our sea-governed colonies wish nothing better than an opportunity for parading their

self as the protectors of colonial independence and the colonial revenue against the demands of the Imperial Government. The colonists are loyal and generous enough at bottom; and in a period of real danger would probably contribute far more both in money and men to the maintenance of the empire than we at home should dream of asking from them; but to take exception to most of the suggestions which emanate from the Government in ordinary times is their way of showing that they are members of a free and enlightened community. To make the necessary arrangements, therefore, with smooth will, we venture to predict, prove to the full as much a political as a military or naval problem. That difficulties in this direction will gradually melt away as we proceed we do not doubt for an instant; but they will certainly be less formidable if they are recognized as obstacles at the outset. We have instances of what might occur at the present moment. The New Zealand Premier, though formerly the representative of the Queen in that colony, has set his face against any expenditure even now for the purpose of defending the New Zealand ports; and we saw the other day what sort of attitude the Cape colonists have assumed towards the Imperial force. On the other hand, the loyalty of Canada has blazed out in enthusiasm, and all the Australian colonies will follow in her track.

It is gratifying to note that a great deal of the work now contemplated has been done already. Considered merely as naval positions, and apart from the dangerous changes about to be made in the Black Sea, Armenia, and the Persian Gulf, our chain of ports on the route to India (which is also the most direct route, not only to Japan and China, but Australia and New Zealand as well) is as strong almost as it can be made. With Gibraltar, Malta, Aden, Fern, Galle, Singapore, and Hong Kong—all Imperial stations—properly provided, and with a powerful fleet in the Mediterranean, as well as in the Indian and China Seas, it would be difficult for any conceivable combination of Powers to damage us much in this direction. Here the important matter of coaling comes in; and while our own vessels, if ordinary foresight is used, will be able to coal and refit at leisure along the whole distance, no other war-ship would be able to refuel her bunkers anywhere, even if she had managed to slip through the Suez Canal before war was declared. To hold our own and something more in the narrow seas is, of course, a necessity of empire and independence; and here we are, or soon will be, well provided. In the Atlantic we are not, of course, so strong as on the Eastern line; but even here we are far better off than any European Power, while, even an American alliance would fail to turn the balance against us in the present unbalanced state of the American navy. Gibraltar and Bermuda alone would be of enormous value, and they certainly ought, as Mr. Donald Currie urged the other day, to be connected by cable at once. Submarine cables and the absolute need for coal and coaling stations have largely increased our naval power, if only we use them properly and organize the whole offensive and defensive system beforehand. We can perhaps the better appreciate the power which they give us by assuming that one of them—even say Bermuda—were in the hands of an enemy. Reason the more that we should provide carefully against the danger of any sudden change of wind. St. Helena and the Falkland Islands are both important points in the South Atlantic; and while the former is not connected even yet by telegraph with the Cape of Good Hope, the Falkland Islands, which might command the route round the Horn, are altogether unprotected, and at the mercy of a sudden well-planned attack. An enemy could do us permanent injury by seizing such a point and fortifying it; it might then be used as a rendezvous for swift war vessels that would do damage until they were captured or sunk. In the Pacific, too, which probably the attention of the new Committee when appointed will be specially directed, we have the means ready to our hand of making our commerce as secure as elsewhere. We only await completion of them. We have frequently said, the Australian and New Zealand ports, and the Australian and New Zealand coal, cannot fail to give us the control of the South Pacific Ocean if they are put to proper use; but for years past the question has dabbled on, and now at this critical time Melbourne and Sydney, Adelaide and Brisbane, the Bay of Islands—a perfect coaling station—Auckland, Unedini, and Fiji, are either inadequately defended or are not defended at all, and telegraphic communication is dangerously incomplete. Victoria, Vancouver's Island, is in a similar defenceless condition; while from that point to Fiji, and in the other direction to Hong Kong, we have no naval rendezvous of any sort. In this way, of course, we are worse off than any other nation, with the exception of the United States, which has an arrangement with the Sandwich Islands that, in our judgment, we ought to imitate. This comparative unpreparedness in the Pacific should certainly be remedied as far as possible by increasing the strength of our squadrons in that ocean, now by no means so powerful as they should be.—Pall Mall Gazette.

A MAN-EATING TIGER.

On two different occasions after a post-noon had been carried off, Kistmah had remarked that the trail of the tiger led from a pool of water in the bed of a nullah to a bend in the road, where he had been known frequently to lie in wait for his prey. Kistmah planned the following for me to go, with a man dressed as a runner, down the main road at sunset, being the time the tiger generally carried off his victim, and to run the chance of getting a shot. This, however, I objected to, for I thought that I should have a better chance of meeting the tiger if I went alone than in company; besides, I preferred having only myself to look after. The plan of action once settled, I returned to the village and obtained from the palat the bamboo on which the teppal runners sling the mail bags over their shoulders. To the end of this is an iron ring with a number of small pieces of metal attached, making a jingling noise as the man runs. Having broken off the ring, I fastened it to my belt, so as to allow it to jingle as I walked; and arming myself with a short double rifle by Westley Richards, a brace of pistols, and a huge shikar-knife, I made Kistmah lead the way down the road towards the place where the man-eater was said to lurk. I arrived at a spot which commanded a view of the ravine which was supposed to be the haunt of the man-eater. Kistmah begged hard to be allowed to accompany me, so he said this tiger never

attacked a man in front, but always from behind, but I would not permit him, as I thought that two people would perhaps scare the animal, and his footsteps might prevent me from hearing any sound intimating his approach. The sun had almost set as I proceeded slowly down the road, and, although I was perfectly cool, and as steady as possible, I felt cold drops of perspiration start from my forehead as I approached the spot where so many victims had been sacrificed. I passed the rocks, keeping well on the look-out, listening carefully for the slightest sound. As I passed the water-course I saw a jackal slinking along its bed. I stopped, shook my jingling affair, and listened several times as I went along, but to no purpose. Whilst ascending the opposite side of the ravine I heard a slight noise like the crackling of a dry leaf; I paused, and, turning to the left, fronted the spot from whence I thought the noise proceeded. I distinctly saw a movement or waving in the high grass, as if something was making its way towards me. Then I heard a loud purring sound and saw something twitting backwards and forwards behind a clump of low bush and long grass, about eight or ten paces from me, and a little in the rear. It was a tidious noise, but I felt prepared. I stepped back a couple of paces in order to get a better view, which action probably saved my life, for immediately the brute sprang into the middle of the road, alighting about six feet from the place where I was standing. I fired a hurried shot ere he could gather himself up for another spring, and when the smoke cleared away, I saw him rolling over and over in the dusty road, writhing in his death agony, for my shot had entered the neck and gone downwards into his chest. I stepped on one side, and gave him my second barrel behind the ear, when dark blood poured from his nostrils, a slight tremor passed over all his limbs, and all was still. The man-eater was dead, and his victims avenged. The tiger was recognised by Kistmah as the cunning man-eater who had been the scourge of the surrounding country for months. He was covered with mange, and had but little hair left on his skin, which was of a reddish brown colour, and not worth taking. He was supposed to have carried off more than a hundred individuals.—Pioneer.

PLEASANT PEOPLE.

The man who can be characterized as pleasant in the full ideal sense of the word is, born, not made. It is true that the epithet comes in in every definition of social excellence. A perfect gentleman is pleasant, the perfect Christian is pleasant, the genial companion is pleasant, and so on. Good temper, good nature, sociableness, and the like, make people pleasant; but all this is distinct from that particular felicity and benignity of nature through which some people, pleasant universally, so that, by general consent, men of all tastes and complexions fall upon the same epithet as a comprehensive, satisfying definition.

Before all things the pleasant man is not hampered by vanity and love of display, any more than by nervous fear and bashfulness. He probably sees himself and everything about him at his best; but this is only due to the construction of his moral vision, which we hold to be an essential of the character, seeing everything, and more especially everybody, under a certain illumination. One of the charms of the pleasant person is that he makes all who come in his way satisfied, and in better humor with themselves and their place in the world than it is their habit to be, either in general or, if they have already formed a complacent estimate of their merits and standing, they find themselves taken at it ungrudgingly and as a matter of course. This is a totally different thing from flattery, which can scarcely be applied without exciting some misgiving in the person flattered. There is nothing indulgent or patronizing in the pleasant person's tacit approval and appreciation. He takes all people at their best from no effort of charity, but from instinctive sympathy, making things bright to others by seeing them as they are. For the pleasant person is largely sympathetic to a point. It is not necessary, perhaps is not common, that he should penetrate into depths of character. His penetration occupies itself on what he has to deal with. He does not assume that he sees the whole, and does not take people in hand beyond what they care to show themselves, either for their pleasure or their good. He does not force confidences; he acts on what he sees, and his nature makes his judgment a favourable one.

Clearly moderation is one important quality in the pleasant man. A great many people are not only excellent, but admirable and lovable, who yet do not come to our minds as pleasant, from the vehemence of their manner of holding opinions—a vehemence which does not allow them to discriminate time and place with judgment, which drives them to obtrude opinions, to pursue a topic when others would gladly dismiss it, and which further leads them to convey sentiments with a severity implied towards those who differ that jars on the harmony of the assembly. We are not saying that vehemence carried to this point is not sometimes called for; we only say it is not pleasant on occasions of social intercourse. Now the pleasant man never lets things and views make him forget persons. In times of excitement, political or religious, when party spirits run high, a pleasant person is a refuge. He is never carried away; so little so, that the chances that he irritates the more eager partizan. But it is his nature to give every one with whom he willingly associates credit for good motives and for some sense in carrying them into action; and this interference much with the luxury of party warfare. However, the whirligig of time brings every one and all sides to the pleasant man at last for consolation or repose. He does not lose his friends; nobody can afford to lose him.

No literary reputation, no gift of eloquence, no ready wit, no experience of fine company, is needed to endow a person with this quality, in the fullest sense. It is a charm in itself, a gift of nature, needing only ordinary good breeding and ordinary common sense to set it off. It is an attribute which draws by its inherent winning quality. There are women who do not accomplish, not distinguished in any way, not beautiful, not young, who do not know why people gather round them, why they listen to them with good news before others with a more definite claim, why they look forward to their fire-side as a rest, why they think of them first if they have a confidence to communicate, a dilemma or tangled they gather to be the judgment of people

perplexity to unfold. It is because they are pleasant, because they are sure to look interested, sure not to interpose their own affairs at the wrong moment; sure, above all, to take the side you want them to take, to see things in the light in which they are expected to see them, or at least to show a willingness to do so; sure, too, to infuse a certain comfortableness into the view of things, to act at once as a stimulus and a rest.

Nobody is pleasant in this characteristic sense, as a prominent trait, who is not happy and most himself in exercising his gift rather than in the exhibition of more commanding or more showy qualities. But he is pleasant without consciousness of personal performance. In parting with friend or acquaintance he does not ask himself, what did he think of me? what impression did I make upon him? Not that there is any harm in such inner questions if there has been an effort to talk well, to do oneself justice, to be equal to an occasion, to respond to some call upon the powers. The pleasant person, acting in his function, is always leaving to others the business of shining and making a figure. He assumes a second place, makes way, yields, listens, or, if he shines, it is to please, not to make a display; it is the response of sympathy to the call of the hour. But, after all, the native genius in this line is not to be described; he has a way with him that is incommunicable. We may indeed analyse; he is this or that; he is free from these and those defects. He is recognized when we see him.—Saturday Review.

"HURRAH! hurrah!" cried a young lawyer who succeeded to his father's practice, "I've settled that old lawsuit at last." "Settled?" exclaimed the astonished parent. "Why we've supported the family on that for the last ten years."

ARTEMUS WARD once lent money. He thus recounts the transaction:—"A gentlemanly friend of mine came to me one day with tears in his eyes. I said, 'Why these weeps?' He said he had a mortgage on his farm, and wanted to borrow \$200. I lent him the money, and he went away. Some time after, he returned with more tears. He said he must leave me forever, ventured to remind him of the \$200 he borrowed. He was much upset. I thought I would not be hard upon him—so told him I would throw off \$100. He brightened, shook my hand, and said, 'Old friend, I won't allow you to outdo me in liberality.' 'I'll throw off the other hundred.' And thus he discharged the debt."

THE mosquitoes, it has been discovered by a learned professor, are possessed of great powers of observation and penetration. Down at the sea-side we have noticed this fact ourselves. When a big trunk was landed from an express wagon into the entry of a hotel, the nimble insects usually made for it and crawled through the key-hole for the purpose of taking notes. If the clothes within betokened that a fat person was the owner, the mosquitoes would stay within and be carried up to the room, where they would lay for the fat person until bedtime. If the garment belonged to a thin person the insects would pile out through the key-hole in double quick order. This is an actual fact.

Very much disgusted by the funeral services, if they may be so called, over the body of Mrs. Pitman (the wife of Ben Pitman, the photographer), which was cremated by Dr. Le Moyne at the place erected for such purposes by him. There was a most unseemly degree of levity exhibited by the husband on the occasion, and no religious ceremonies were permitted. The popular feeling against the cremators culminated a short time since in a burlesque entitled the "Roasted Baron," and referred to the cremation of Baron De Palm, which was carried out a short time previously in the same place by Dr. Le Moyne.—A bill has been introduced in the Pennsylvania House of Representatives, which makes the cremation of a human body a misdemeanor, and provides for a fine of not less than \$500 with imprisonment for the offence.—A polygamist settlement in Twakabury, Mass., has recently been under public notice, and a number of prominent men there have been arrested by the police on the charge of living in open polygamy.

The Knights of the Red Branch, as they call themselves, are a party that represent the Fenian element in San Francisco, and were organized by O'Donovan Rossa when that respectable gentleman visited us to levy tribute for the "Shrimshing Fund" for the purpose of setting on fire the large cities of England and for other designs of a similar nature. These men were lately lectured by the "Rev." Mr. Pepper, a man who described himself as a Protestant clergyman. Of course his object was to get money, and he got it from the poor and ignorant men who listened to him, to whom he described Ireland as suffering under the wrongs of one hundred years ago. As most of his hearers let the "old country" when young, and knew nothing about it except as regarded their own poverty when there, it was an easy matter to impose on their credulity and persuade them that their country laboured under grievous wrongs. No one takes the trouble to tell them the true state of the case, as it would not pay to do so; but should anyone venture to impart such information the chances are that he would be hooted down, if not maltreated. To such an element we are in danger of handing over in a great measure the power to alter the constitution of this State.

The dies for the new silver coinage, under the Act just passed, are all ready to be forwarded to the S. F. Mint from Philadelphia, as well as to the Mints in the several cities of the Union, when work will be commenced to supply the maximum allowances prescribed by the Act, which is \$4,000,000 per month. Orders have been issued at Washington to stop the further coinage of Trade Dollars; but this intention will meet with strong opposition by the silver men, whose interest it is to get a market for the production of their mines wherever it can be found. It is said that silver bullion is now held at a higher price in San Francisco than in London. It appears as though our mine owners here were raising the price on the Government, now that the Silver Bill has forced the Treasury to be a regular purchaser at a fixed amount; but it is certain that the Secretary of the Treasury will not purchase in the cheapest market.—Great excitement prevails in the city, owing to the attempt to fit on the community a debt of \$15,000,000, for the purchase of the "Spring Valley Water Works," as it is known that those works are not worth more than half that amount.—San Francisco Correspondent of N. O. D. News.

Quotations.

HONGKONG, May 2, 1878.

OPTUM.—New Patna, cash...\$570 1/2 a 580 credit, —
" Old Patna, cash, None credit, —
" New Benares, cash, 555 a 560 credit, —
" Old Benares, cash, None credit, —
" New Malwa, cash, 770 credit, 775
" Allowance Teals, 12 a 24
" Old Malwa, cash, — credit, —
" Allowance Teals, —

OAMPHOR, ... 103 a 17.00

QUICKSILVER, ... 632 a 63.00

SALTPETRE, ... 6.40 a 7.00

Exchange.

Bank, on demand, ... 3/108
" 30 days' sight, ... 3/108
" 6 months' sight, ... 3/111
Credit, ... 3/111
Documentary, 6 months' sight, ... 3/111
Bombay, demand Rupees, ... 224
Calcutta, ... 224
Shanghai, demand, ... 71 1/2
" 30 days' ... 71 1/2
Bar Silver, 17, dwt. B., ... 8 1/2
Specie, ... 8 1/2
Mexicans, ... 11 1/2 c. p.m.
Gold Leaf, ... 26.80
English Sovereigns, ... 5.24
Australian Sovereigns, ... 5.25
Discount, ... 7 to 9 1/2

Shares.

Banque Bank, 50 % prem. \$1,325
China Ind. Society of Canton, \$1,300
China Trade Ind. Co., \$1,300
China Insurance Co., \$1,300
Yankee Ind. Assn., \$1,300
North China Ind. Co., \$1,300
H.K. Fire Ins. Co., \$1,300
H.K. & W. Dock Co., 6 % prem.
H.K. & W. S. S. Co., \$1,300
Shanghai Steam Navigation, Tls. 21
Hongkong Gas Co., \$75
Hongkong Hotel Co., \$55
China Sugar Refining Co., 8 % prem.
Chinese Imperial Loan, \$105.
Do. of 1877, \$103.10.

Temperature.

(Taken at Messrs. Falconer & Co.'s Premises, Queen's Road.)

HONGKONG, May 2, 1878.

BAROMETER—9 A.M. ... 80.100
Do. 1 P.M. ... 80.082
Do. 4 P.M. ... 80.040
THERMOMETER—9 A.M. ... 80
Do. 1 P.M. ... 76
Do. 4 P.M. ... 76
Do. (Wet bulb) 9 A.M. ... 76
Do. Do. 1 P.M. ... 76
Do. Do. 4 P.M. ... 76
Do. Maximum ... 80
Do. Minimum over night ... 80

Shipping Intelligence.

The following is corrected from the latest London and Colonial Papers, &c.:

VESSELS TO ARRIVE.

When left.	Name.	From.	Remarks.
Oct.	2, Anna Bertha,	Cuxhaven	
19, Oscar,	Hamburg		
25, Benedicta,	San Francisco		
Nov.	2, Johann Smidt,	London	
2, Minna,	London		
3, Elizabeth Shields,	Hamburg		
20, Jetti,	Cardiff		
Dec.	1, Glengaber,	Flushing	
2, Otto,	Hamburg		
13, Sir Harry Parkes,	London		
19, Sedan,	Cardiff		
—, R. B. Fuller,	Cardiff		
23, J. R. Worcester,	London		
25, G. B. S.,	Liverpool		
Jan.	8, Korso,	Penarth	
13, Elveto,	Cardiff		
17, Hyton Castle,	Greenock		
22, Belle of Oregon,	Liverpool		
27, Earl of Devon,	Antwerp		
30, Elizabeth Childs,	Plymouth		
31, Wandering Jew,	Penarth		
Feb.	2, Per Ardua,	London	
7, Nourmahal,	London		
18, Lodore,	Cardiff		
9, Hedwig,	Cardiff		
9, Chama Queen,	Cardiff		
21, Magdala,	Cardiff		
22, Alvetico,	Penarth		
23, Rensior,	Sydney		
24, Esmaralda,	Cardiff		
25, Highlander,	New York		
Mar.	3, Prince Amadeo,	Cardiff	
6, Francis E. Fay,	Sydney		
9, Mabel Clark,	Liverpool		
9, Josephus,	Penarth		
9, Maritima Union,	Newcastle		
10, Bertie Bigelow,	London		
12, Landseer,	Liverpool		
18, Francis B. Fay,	N'castle (s.s.v.)		
18, O. L. Pearson,	N'castle (s.s.v.)		
18, August Frederick,	N'castle (s.s.v.)		
20, Nyasa,	Sydney (s.s.v.)		
20, Albyn's Isle,	N'castle (s.s.v.)		
20, Sontag,	N'castle (s.s.v.)		
24, Rikeman,	N'castle (s.s.v.)		

AT AJOY.

Sept. 1, Carl Wilhelm, Cardiff
Nov. 5, Catharina, Cardiff

LOADING FOR CHINA AND JAPAN 1878.

At London.—Steamers via Suez Canal.

At London.—Steamers via Suez Canal.

At London.—Steamers via Suez Canal.

At London.—Steamers via Suez Canal.

At London.—Steamers via Suez Canal.

Mails.



STEAM FOR
Singapore, Penang, Point de Galle,
Aden, Suez, Malta, Brindisi,
Ancona, Venice, Mediterranean
Ports, Southampton,
and London.
Also,
Bombay, Madras, Calcutta, and
Australia.

THE PANAMA AND ORIENTAL STEAM
NAVIGATION COMPANY'S Steamship
NIZAM, Captain A. BARLOW, will
leave this on SATURDAY, the 4th May,
at Noon.

For further Particulars, apply to
A. LIND, Superintendent,
Hongkong, April 20, 1878. my4

Occidental & Oriental Steam-
Ship Company.

TAKING THROUGH CARGO AND
PASSENGERS FOR THE UNITED
STATES AND EUROPE,
IN CONNECTION WITH THE
CENTRAL

and
UNION PACIFIC AND CONNECTING
RAILROAD COMPANIES

AND
ATLANTIC STEAMERS.

THE S. S. "OCEANIC" will be de-
parted for San Francisco via Yoko-
hama, on THURSDAY, the 9th May,
at 3 p.m., taking Cargo and Passengers for
Japan, the United States and Europe.
Connection is made at Yokohama, with
Steamers from Shanghai.

Freight will be received on Board until
4 p.m. of the 8th May. PARCEL
PACKAGES will be received at the Office
until 5 p.m. same day; all Parcel Packages
should be marked to address in full; value
same is required.

A Reduction is made on RETURN PAS-
SAGE TICKETS.
SPECIAL REDUCTIONS granted to
Officers of the Army and Navy and to
Members of the Civil and Consular
Services.

For further information as to Freight
or Passage, apply to the Agents of the
Company, No. 37, Queen's Road Central.
G. B. EMORY, Agent.
Hongkong, April 20, 1878. my4

NOTICE.
COMPAGNIE DES MESSEGERIES
MARITIMES.

PAQUEBOTS POSTE FRANCAIS.

STEAM FOR
SAIGON, SINGAPORE, BATAVIA,
POINT DE GALLE,
ADEN, SUEZ, ISMAILIA, PORT
SAID, NAPLES, AND
MARSEILLES;
Also,
BOMBAY, MAHE, ST. DENIS, AND
PORT LOUIS.

ON SATURDAY, the 11th May,
1878, at Noon, the Company's S. S.
"IRAOUADY," Commandant GAUVAIN,
with PASSENGERS, SPOILS,
and CARGO, will leave this Port for the
above places.

Cargo and Spoils will be registered for
London as well as for Marseilles, and re-
ceived in transit through Marseilles for
the principal places of Europe.

Cargo will be received on board until
4 p.m., Spoils and Parcels until 3 p.m.
on the 10th May, 1878. (Parcels are
not to be sent on board; they must be left
at the Agency's Office.)

Contents and value of Packages are re-
quired.
For further particulars, apply at the
Company's Office.

H. DU POUY,
Agent.
Hongkong, April 27, 1878. my11

U. S. MAIL LINE.
PACIFIC MAIL STEAMSHIP
COMPANY.

THROUGH TO NEW YORK, VIA
OVERLAND RAILWAYS, AND THROUGH
AT YOKOHAMA, AND SAN FRANCISCO.

THE U. S. Mail Steamer "CITY OF
PEKING" will be despatched for San
Francisco, via Yokohama, on THURSDAY,
the 28th May, at 3 p.m., taking Passengers,
and Freight, for Japan, the United States,
and Europe.

Through Bills of Lading issued for trans-
portation to Yokohama and other Japan
Ports, to San Francisco, to Atlantic and
Inland Cities of the United States via Over-
land Route, to Havanna, Trinidad, and
Demerara, and to ports in Mexico, Central
and South America by the Company's and
connecting Steamers.

Through Passage Tickets granted to
England, France, and Germany by all
trans-Atlantic lines of Steamers.

A REDUCTION OF TWENTY PER
CENT on regular rates is granted to
OFFICERS of the ARMY and NAVY,
and MEMBERS of the CIVIL and CONSULAR
SERVICES in COMMISSION.

Freight will be received on board until
4 p.m., of 22nd May. Parcel Packages
will be received at the office until 5 p.m.
same day; all Parcel Packages should be
marked to address in full; value of same
is required.

Consular Invoices to accompany Overland
Cargo should be sent to the Company's
Office in Sealed Envelopes, addressed to the
Collector of Customs at San Francisco.

For further information as to Passage
and Freight, apply to the Agency of the
Company, No. 6, Praya Central.
RUSSELL & Co., Agents.
Hongkong, April 20, 1878. my28

Intimations.

STANDARD FIRE OFFICE, LONDON.

THE Undersigned having been appointed
Agents to the above Company at this
Port, are prepared to grant Policies against
Fire to the extent of \$40,000, on Buildings
or on Goods stored therein.

Discount 20 %
VOGEL, HAGEDORN & Co.
Hongkong, March 1, 1878.

W. BALL,
CHINA DISPENSARY.

IMPORTER OF DRUGS, CHEMICALS,
DRUGGISTS' Sundries, TOILET
REQUISITES, PATENT MEDI-
CINES AND PERFUMES.

Prescriptions Dispensed with Carefulness,
and Prompt Attention.

PRAYA WEST, HONGKONG,
Near the Canton Steamer's Wharf.
Hongkong, July 13, 1876.

NOTICE.
OFFICE OF THE SHANGHAI STEAM
NAVIGATION COMPANY,
IN LIQUIDATION.

A FOURTH RETURN OF CAPITAL
at the Rate of THREE TABLES
per SHARE will be made to Shareholders
of Record on the 1st April, Payable at the
Office of the Liquidators, on MONDAY,
the 8th April.

Warrants will then be delivered by the
Undersigned to Shareholders, or their
lawful representatives, on presentation of
Share Certificates for Endorsement.

The Transfer BOOKS of the Company
will be CLOSED from the 1st to the 8th
April inclusive.

By Order,
RUSSELL & Co.,
Liquidators.
Shanghai, March 30, 1878. my4

THE CHINESE MAIL.

TERMS OF ADVERTISING IN THE
Chinese Mail.

TWO cents a character for the first 100
characters, and one cent a character
beyond the first 100, for first insertion, and
half price for repetitions during the first
week. Subsequent weekly insertions will
be charged only one half the amount of the
first week's charge. Advertisements for
half a year and longer will be allowed a
deduction of 25 per cent on the total amount,
and contracts for more favourable terms
can be made.

Efforts have been made to establish
Agents for circulating the Chinese Mail in all
the ports and in the interior of China, all
the ports in Japan, in Saigon, Singapore,
Penang, Calcutta, Batavia, Manila, the
Philippines, Australia, San Francisco, Peru
and other places which Chinese frequent.
When the list of Agencies is completed,
it will be published. Agents have been
already established in most of the above
places, and in important ports more than
one agent has been appointed at each.

Hongkong, February 23, 1874.

INSURANCES.

THE CHINA FIRE INSURANCE
COMPANY, LIMITED.

HEAD OFFICE—HONGKONG.

AGENTS at all the Treaty Ports of
China and Japan, and at Singapore,
Batavia, and Penang.

Claims accepted, and Policies of Insurance
granted at the rates of Premium current at
the above mentioned Ports.

NO CHARGE FOR POLICY FEES.
JAS. B. COUGHTRIE,
Secretary.
Hongkong, November 1, 1871.

LANCASHIRE INSURANCE
COMPANY.

(FIRE AND LIFE.)

CAPITAL—Two Millions Sterling.

THE Undersigned are prepared to grant
Policies against the Risk of FIRE on
Buildings or on Goods stored therein, on
Coals in Mats, on Goods on Board
Vessels, and on Hulls of Vessels at Har-
bour, at the usual Terms and Conditions.

Proposals for Life Assurances will be re-
ceived, and transmitted to the Directors
for their decision.

If required, protection will be granted on
first class Lives up to \$1000 on a Single
Life.

For Rates of Premiums, forms of pro-
posals or any other information, apply to
ARNOLD, KARBURG & Co.
Agents, Hongkong & Canton.

QUEEN FIRE INSURANCE
COMPANY.

THE Undersigned are prepared to grant
Policies against FIRE to the extent of
\$40,000 on Buildings, or on Goods stored
therein, at current local rates, subject to a
Discount of 20% on the Premium.

NORTON & Co.,
Agents.
Hongkong, January 1, 1874.

INSURANCES.

YANGTZE INSURANCE ASSO-
CIATION.

CAPITAL—Fully Paid-up.....\$40,000
PERMANENT RESERVE.....230,800
SPECIAL RESERVE FUND.....70,000
Total Capital and accumu-
lations this date.....\$725,000

Directors:
F. B. FORBES, Esq., Chairman.
M. W. BOYD, Esq., J. C. KRESS, Esq.
M. P. EVANS, Esq., C. LUCAS, Esq.

Secretaries:
Messrs. RUSSELL & Co., Shanghai.
London Bankers:
Messrs. BARNES BROTHERS & Co.

Agencies in:
HONGKONG, LONDON, SAN FRANCISCO, and
the Principal Ports in the East.

POLICIES granted on Marine Risks to
all parts of the World, at current
rates.

Subject to a charge of 12% for interest
on Shareholders' Capital, ALL THE PROFITS
OF THE UNDERWRITING BUSINESS will be
annually distributed among all Contribu-
tors of Business in proportion to the
premium paid by them.

RUSSELL & Co.,
Agents.
Hongkong, October 1, 1877. ocl

CHINESE INSURANCE COMPANY.
(LIMITED.)
NOTICE.

POLICIES granted at current rates on
Marine Risks to all parts of the World.
In accordance with the Company's Articles
of Association, Two Thirds of the Profits
are distributed annually to Contributors,
whether Shareholders or not, in proportion
to the net amount of Premiums contributed
by each, the remaining third being carried
to Reserve Fund.

OLYPHANT & Co.,
General Agents.
Hongkong, April 17, 1878.

ROYAL INSURANCE COMPANY.

THE Undersigned, Agents for the above
Company, are prepared to grant In-
surances at current rates.

MELBERS & Co.,
Agents, Royal Insurance Company.
Hongkong, October 27, 1874.

NORTH BRITISH & MERCANTILE
INSURANCE COMPANY.

Incorporated by Royal Charter and
Special Acts of Parliament.

ESTABLISHED 1809.
CAPITAL \$2,000,000.

THE Undersigned, AGENTS at Hongkong
for the above Company, are prepared
to grant Policies against FIRE, to the
extent of \$10,000 on any Building, or
on Merchandise in the same, at the
usual Rates, subject to a discount of 20
per cent.

GILMAN & Co.,
Agents.
Hongkong, July 6, 1875.

SHEONG ON FIRE INSURANCE
COMPANY, LIMITED.

CAPITAL ONE MILLION DOLLARS.

Directors.
KWOK ACHONG, Merchant.
FANG YIM, Merchant.
HO SAM, of Hop Yik Chan, Merchant.
LOO YEE, of the Yee On Hong, Merchant.
LEE SING, of Lai Hing Firm, Merchant.
CHANG SING YONG, Merchant.
CHOW ONAH, Merchant.

Manager—HO AMEL.

POLICIES against FIRE granted on
Buildings and on Goods stored
therein at CURRENT RATES, subject to
Discount of 20% on the Premium.

OFFICE, Nos. 8 and 9, Praya West.
Hongkong, August 23, 1877. au28

THE LONDON ASSURANCE
COMPANY.

INCORPORATED BY ROYAL CHARTER
OF
His Majesty King George The Third,
A. D. 1720.

THE Undersigned having been appointed
Agents for the above Corporation are
prepared to grant Insurances as follows:

Marine Department.
Policies at current rates payable either
here, in London or at the principal Ports
of India, China and Australia.

Fire Department.
Policies issued for long or short periods at
current rates. A discount of 30% allowed.

Life Department.
Policies issued for sums not exceeding
\$5,000 at reduced rates.

HOLLIDAY, WISE & Co.
Hongkong, July 25, 1872.

MANCHESTER FIRE ASSURANCE
COMPANY OF MANCHESTER
AND LONDON.

THE Undersigned have been appointed
Agents for the above Company at
Hongkong, Canton, Foochow, Shanghai
and Hankow, and are prepared to grant
Insurances at current rates.

HOLLIDAY, WISE & Co.
Hongkong, October 14, 1869.

Merchant Vessels in Hongkong Harbour.

Exclusive of late Arrivals and Departures reported to-day.

To facilitate finding the position of any vessel in the Harbour, the Anchorage is divided into eight Sections, commencing at
Green Island. Vessels near the Hongkong shore are marked "A," near the Kowloon shore "B," and those in the body of the
Shipping or midway between these shores are marked "C," in conjunction with the figures denoting the sections.

1. From Green Island to the Gas Works.
2. From Gas Works to the Novelty Iron Works.
3. From Novelty Iron Works to the Harbour Master's Office.
4. From Harbour Master's Office to the P. and O. Co.'s Office.
5. From P. and O. Co.'s Office to Peddar's Wharf.
6. From Peddar's Wharf to the Naval Yard.
7. From Naval Yard to the Pier.
8. From Pier to East Point.

Argentine	5	c	Barnett	Brit.	str.	916	April 22	Jardine, Matheson & Co.	Saloon	5th daylight
Argyll	4	c	Scott	Brit.	str.	1271	May 2	Jardine, Matheson & Co.	Sapore and Penang	Laid up
Bellona	4	c	Ahrens	Ger.	str.	789	April 26	Wm. Pustan & Co.	.....	Laid up
Bonfield	3	c	Buchanan	Brit.	str.	999	April 24	Hop Kee & Co.	.....	Laid up
Bombay	2	n	.....	Brit.	str.	749	Feb. 12	Kwok Acheong	Swatow and Amoy	To-morrow
Camosa	2	n	.....	Brit.	str.	95	Oct. 2	Kwok Acheong	Shanghai	To-morrow
Calcutta	5	c	Spowart	Brit.	str.	1123	May 1	Butterfield & Swire	Hobow & Haiphong	.....
Calcutbrook	2	n	Carston	Brit.	str.	945	May 2	Man Hing Chan	Bangkok	.....
Chinkiang	2	n	Ort	Brit.	str.	798	May 2	Siemssen & Co.	Coast Ports	.....
Conquest	4	c	Scott	Brit.	str.	317	April 29	Kwong Lee Yuen	.....	.....
Dauhe	2	n	Clanlady	Brit.	str.	625	April 29	Yuen Fat Hong	.....	.....
Douglas	5	c	Pitman	Brit.	str.	864	May 1	Douglas Laprak & Co.	.....	.....
Fame	6	b	Stopani	Brit.	str.	117	.....	H. & W'pos Dock Co.	.....	.....
Fatchoy	8	n	Holland	Brit.	str.	153	.....	G. Mc Bain	.....	.....
Fitzpatrick	.....	.....	Humphries	Brit.	str.	697	April 18	Geo Chong Hong	.....	.....
Glamis Castle	.....	.....	Greig	Brit.	str.	1538	April 21	Butterfield & Swire	.....	.....
Glenartney	.....	.....	Gulland	Brit.	str.	1371	April 21	Jardine, Matheson & Co.	.....	.....
Glenelg	5	c	Wilcox	Brit.	str.	1866	April 14	Jardine, Matheson & Co.	.....	.....
Gunga	7	c	Brown	Brit.	str.	977	April 25	Geo. R. Stevens & Co.	.....	.....
Hankow	8	c	Symington	Brit.	str.	2332	April 20	Siemssen & Co.	.....	.....
Holland	2	n	Adriani	Dut.	str.	1148	April 29	Siemssen & Co.	.....	.....
Kienchow	2	n	Green	Brit.	str.	1060	April 29	Kwok Acheong	.....	.....
Killarney	5	c	O'Neil	Brit.	str.	701	April 28	Gibb, Livingston & Co.	.....	.....
Kjobenhavn	4	c	Dehaen	Belg.	str.	371	April 30	Siemssen & Co.	.....	.....
Macao	2	n	Quigley	Spain.	str.	1283	April 26	Russell & Co.	.....	.....
Malabar	4	c	Gould	Brit.	str.	678	Mar. 17	Jardine, Matheson & Co.	.....	.....
Meca	5	c	Morney	Brit.	str.	1737	April 21	Landstein & Co.	.....	.....
Nizam	5	c	Barlow	.....	str.	608	May 1	P. & O. S. N. Co.	.....	.....
Norna	2	n	Walker	Brit.	str.	8709	April 23	Kwok Acheong	.....	.....
Oceanic	3	b	Metalflo	Brit.	str.	1823	May 1	O. & S. S. Co.	.....	.....
Orestes	5	c	Webster	Brit.	str.	89	Mar. 28	Butterfield & Swire	.....	.....
Pacific	5	n	.....	Ger.	str.	784	April 26	Butterfield & Swire	.....	.....
Seatos	5	c	Tilmouth	Brit.	str.	1040	April 26	David Sassoon, Sons & Co.	.....	.....
Sunda	5	c	Reoves	Brit.	str.	1800	May 2	P. & O. S. N. Co.	.....	.....
Tibre	6	c	Girard	Fob.	str.	738	April 27	Messageries Maritimes	.....	.....
Tintern Abbey	3	c	Tindale	Brit.	str.	480	April 27	Kin-ye-long	.....	.....
Tsokya Yen Byan	1	n	Evens	Burm.	str.	651	April 2	Captain	.....	.....
Zamboanga	4	n	Aranguren	Spain.	str.	240	April 27	Landstein & Co.	.....	.....
Anna Slobet	2	n	.....	Brit.	str.	825	April 5	Eduard Schellhaas & Co.	.....	.....
Antioch	2	n	.....	Brit.	str.	646	April 5	Chinese	.....	.....
Arcola	2	n	.....	Brit.	str.	947	April 24	Butterfield & Swire	.....	.....
Angusta Reimera	2	n	.....	Brit.	str.	207	April 25	Captain	.....	.....
Beethoven	2	n	.....	Brit.	str.	840	April 22	Melchers & Co.	.....	.....
Bianca Perica	2	n	.....	Brit.	str.	760	Mar. 31	Thos. Howard & Co.	.....	.....
Black Prince	2	n	.....	Brit.	str.	760	April 2	Turner & Co.	.....	.....
Borneo	2	n	.....	Brit.	str.	739	April 26	Arnold, Karberg & Co.	.....	.....
Brisbane	2	n	.....	Brit.	str.	394	April 23	Russell & Co.	.....	.....
Charlotte Andrews	2	n	.....	Brit.	str.	855	April 23	Rozario & Co.	.....	.....
Chocola	2	n	.....	Brit.	str.	284	May 1	Gas Company	.....	.....
Conchita	2	n	.....	Brit.	str.	430	Mar. 14	Remedios & Co.	.....	.....
Corona	2	n	.....	Brit.	str.	1189	Feb. 18	Meyer & Co.	.....	.....
Cresswell	2	n	.....	Brit.	str.	404	April 13	Wieler & Co.	.....	.....
Crusader	2	n	.....	Brit.	str.	668	Mar. 14	Captain	.....	.....
Cuba	2	n	.....	Brit.	str.	310	April 23	Meyer & Co.	.....	.....
Dauphin	2	n	.....	Brit.	str.	387	April 24	Eduard Schellhaas & Co.	.....	.....
Devana	2	n	.....	Brit.	str.	795	April 24	Mayer & Co.	.....	.....
Echo	2	n	.....	Brit.	str.	1187	Feb. 26	Arnold, Karberg & Co.	.....	.....
Elcano	2	n	.....	Brit.	str.	899	Mar. 30	Vogel, Hagedorn & Co.	.....	.....
Elise	2	n	.....	Brit.	str.	812	Mar. 30	Wieler & Co.	.....	.....
Elizabeth	2	n	.....	Brit.	str.	740	April 14	Meyer & Co.	.....	.....
Elizabeth	2	n	.....	Brit.	str.	447	April 23	Wieler & Co.	.....	.....
Enid	2	n	.....	Brit.	str.	495	April 1	Arnold, Karberg & Co.	.....	.....
Forward	2	n	.....	Brit.	str.	767	April 16	Rozario & Co.	.....	.....
Frank Marion	2	n	.....	Brit.	str.	678	April 7	Meyer & Co.	.....	.....
Friedrich	2	n	.....	Brit.	str.	295	April 27	Wieler & Co.	.....	.....
Glamorganshire	2	n	.....	Brit.	str.	767	April 16	Rozario & Co.	.....	.....
Glenelg	5	c	Wilcox	Brit.	str.	1866	April 14	Jardine, Matheson & Co.	.....	.....
Glenartney	.....	.....	Gulland	Brit.	str.	1371	April 21	Jardine, Matheson & Co.	.....	.....
Glenelg	5	c	Wilcox	Brit.	str.	1866	April 14	Jardine, Matheson & Co.	.....	.....
Gunga	7	c	Brown	Brit.	str.	977	April 25	Geo. R. Stevens & Co.	.....	.....
Hankow	8	c	Symington	Brit.	str.	2332	April 20	Siemssen & Co.	.....	.....
Holland	2	n	Adriani	Dut.	str.	1148	April 29	Siemssen & Co.	.....	.....
Kienchow	2	n	Green	Brit.	str.	1060	April 29	Kwok Acheong	.....	.....
Killarney	5	c	O'Neil	Brit.	str.	701	April 28	Gibb, Livingston & Co.	.....	.....
Kjobenhavn	4	c	Dehaen	Belg.	str.	371	April 30	Siemssen & Co.	.....	.....
Macao	2	n	Quigley	Spain.	str.	1283	April 26	Russell & Co.	.....	.....
Malabar	4	c	Gould	Brit.	str.	678	Mar. 17	Jardine, Matheson & Co.	.....	.....
Meca	5	c	Morney	Brit.	str.	1737	April 21	Landstein & Co.	.....	.....
Nizam	5	c	Barlow	.....	str.	608	May 1	P. & O. S. N. Co.	.....	.....
Norna	2	n	Walker	Brit.	str.	8709	April 23	Kwok Acheong	.....	.....
Oceanic	3	b	Metalflo	Brit.	str.	1823	May 1	O. & S. S. Co.	.....	.....
Orestes	5	c	Webster	Brit.	str.	89	Mar. 28	Butterfield & Swire	.....	.....
Pacific	5	n	.....	Ger.	str.	784	April 26	Butterfield & Swire	.....	.....
Seatos	5	c	Tilmouth	Brit.	str.	1040	April 26	David Sassoon, Sons & Co.	.....	.....
Sunda	5	c	Reoves	Brit.	str.	1800	May 2	P. & O. S. N. Co.	.....	.....
Tibre	6	c	Girard	Fob.	str.	738	April 27	Messageries Maritimes	.....	.....
Tintern Abbey	3	c	Tindale	Brit.	str.	480	April 27	Kin-ye-long	.....	.....
Tsokya Yen Byan	1	n	Evens	Burm.	str.	651	April 2	Captain	.....	.....
Zamboanga	4	n	Aranguren	Spain.	str.	240	April 27	Landstein & Co.	.....	.....